

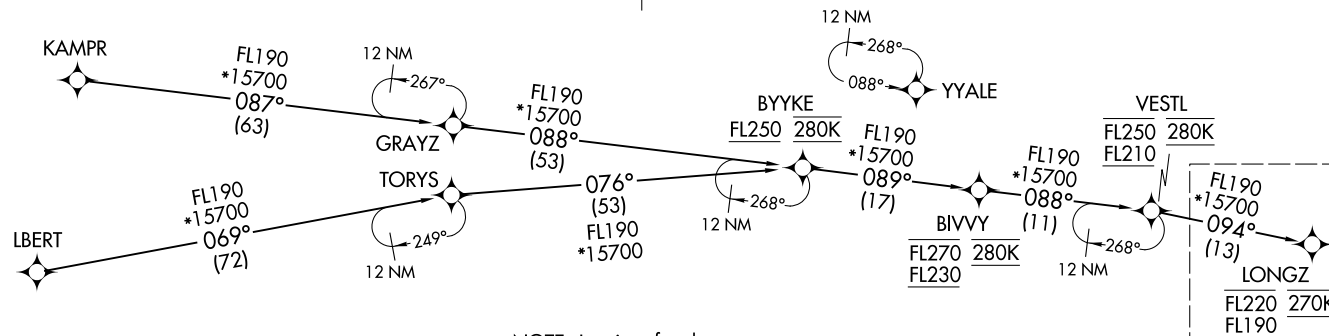
LONGZ THREE ARRIVAL (RNAV)
(LONGZ.LONGZ3) 16MAY24

LONGZ THREE ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO
DENVER INTL (DEN)

DENVER APP CON
119.3 307.3
D-ATIS ARR
125.6 379.9
DENVER TOWER
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
124.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



NOTE: Jet aircraft only.

NOTE: BYYKE Enroute Transition: Do not file - to be assigned by ATC.

NOTE: Denver Center will issue "descend via" clearance and landing direction.

NOTE: Landing North select Rwy 34R Transition.

NOTE: Landing South select Rwy 16R Transition.

NOTE: Landing East select Rwy 7 Transition.

NOTE: Landing West select Rwy 26 Transition.

NOTE: Expect runway assignment on initial contact with Denver TRACON.

See following page
for arrival routes.

BYYKE TRANSITION (BYYKE.LONGZ3)
KAMPR TRANSITION (KAMPR.LONGZ3)
LBERT TRANSITION (LBERT.LONGZ3)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(LONGZ.LONGZ3) 24137

AL-9077 (FAA)
LONGZ THREE ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO

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DENVER, COLORADO

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SKEWD

5000	250K
3000	

DOGGG
11000 210K
Ldg Rwy 35R

BASHE
13000 210K
Ldg Rwys 7 and 8
170°

$\frac{14000}{12000}$
 $\frac{250K}{173}$

HIMOM
11000 210K
4L/R and 35L

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DENVER, COLORADO
DENVER INTL (DEN)

ARRIVAL ROUTE DESCRIPTION

From LONGZ on track 094° to cross FLNEL between 16000 and FL210 and at 250K.

LANDING RUNWAYS 7, 8: From FLNEL on track 115° to cross GILPN at 14000, then on track 170° to cross BASHE at 13000 and at 210K, then on track 170°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16L/R, 17L/R: From FLNEL on track 092° to cross BEOND at 13000 and at 210K, then on track 092° to cross SWAYN at or above 12000, then on track 092° to cross KAILE at 11000 and at 210K. Expect ILS or LOC RWY 16L/R or ILS or LOC RWY 17L/R approach.

LANDING RUNWAYS 25, 26: From FLNEL on track 120° to cross DORKE between 15000 and 17000, then on track 120° to HLMUT, then on track 106° to cross SKEWD between 13000 and 15000 and at 250K, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 083° to cross CAPTJ at 11000 and at 210K, then on track 083°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 34L/R, 35L: From FLNEL on track 120° to cross DORKE between 15000 and 17000, then on track 120° to HLMUT, then on track 127° to cross ARCHY at or above 13000, then on track 127° to cross BABAA between 12000 and 14000 and at 250K, then on track 173° to cross HIMOM at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 35R: From FLNEL on track 120° to cross DORKE between 15000 and 17000, then on track 120° to HLMUT, then on track 106° to cross SKEWD between 13000 and 15000 and at 250K, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 117° to cross HDGHG between 12000 and 14000, then on track 118° to FFFAT, then on track 173° to cross DOGGG at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, proceed on the ILS RWY 16R, when DEN is landing north, proceed on the ILS RWY 34R.

SW-1, 17 APR 2025 to 15 MAY 2025

SW-1, 17 APR 2025 to 15 MAY 2025